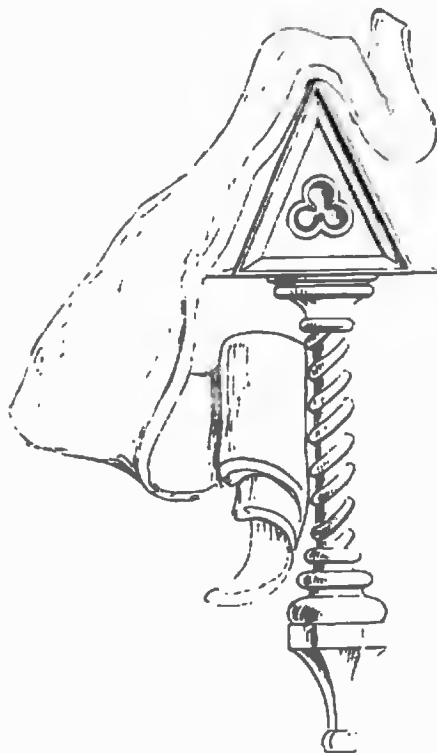
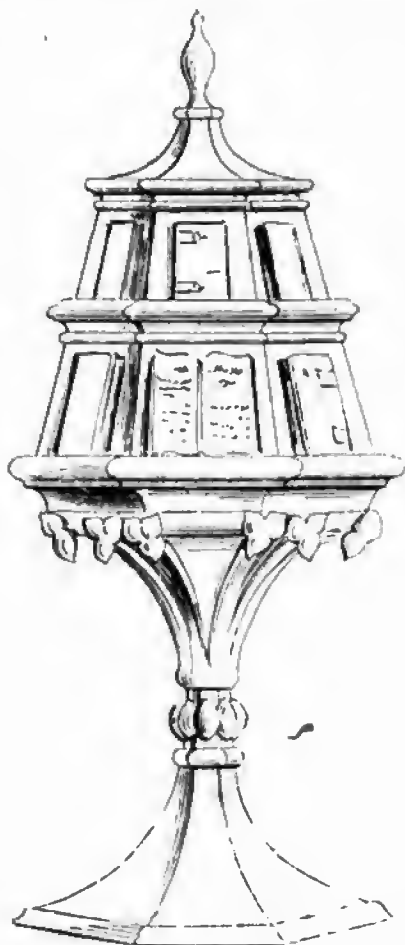


LECTERNS FROM BAS-RELIEF, CANTERBURY CATHEDRAL.



LECTERNS.

THE two small reading desks or lecterns are copied from the sculptures which ornament the spandrels of the tomb of Archbishop Meopham, at Canterbury Cathedral. The tomb is early Edward the Third's style, and it is one of the finest in the cathedral. Ancient representations of church furniture are always valuable, and the two here shown are well worthy of notice. Ancient small lecterns are common enough in our churches, but we have no specimen left of a large one, like that in our example, intended apparently for a whole company of priests. In Mr. Roberts's Spanish sketches one such is represented, in the view of the chapel of the nunnery at Carmina during the service of the vigils by the sisterhood. R.

FORMATION AND MAINTENANCE OF ROADS FOR GREAT TRAFFIC.

SOME time since a series of questions on the subject of pavings were sent to the City of London Commissioners of Sewers, by the Metropolitan Sanitary Commission, and were replied to by Mr. W. Haywood, the surveyor to the City Commissioners. Some of the replies give information which may be generally useful.

The City Commission are said to have tried almost every description of carriageway pavement: they progressed from the common pebble paving with which London was originally paved, through stones 8 inches, 6 inches, and of nearly every width; they have had stones 8 inches wide, and from 10 inches to 20 inches in length (superficial dimensions), and they have now down in the public way a specimen of pavement, of which the stones are but about 3 inches by 5 inches, or 3 inches by 4 inches

(superficial dimensions). They have laid in their streets granite from Guernsey, Herrin, Devonshire, Cornwall, Leicestershire, and Scotland, and given macadamized roads and wooden pavements a fair trial, with the view of determining the important question of which was the best and cheapest pavement.

"It is rather difficult to say which is the best, taking into consideration these somewhat antagonistic qualities, for that paving which is composed of the largest stones is the cheapest in first cost and of the greatest durability (I do not allude to the difference of granite), but is the least safe for carriage or equestrian traffic, and that which is formed of stones of small superficial dimensions, and is the dearest in first cost and the least durable, is the safest for carriage traffic. The 3-inch cubes at present down in many of the principal City streets are but an introduction of late years, and it will yet take the experience of a few more years to determine their durability and cost of maintenance relatively to the larger stones (that of the larger stones being pretty accurately ascertained). It is probable they will be a greater expense taking them over a term of years, but they form by far the safest pavings which have yet been laid down, and have given the most satisfaction to the public, both equestrian and pedestrian. Taking then the question in all its bearings, I should say that the narrow or 3-inch stones, with certain restrictions in length, being the safest pavement, is the best paving for carriageways of large towns and of great traffic, even although its cost should be greater (within certain limit); for any slight additional cost must be more than saved to the public by the decreased strain upon horses, the diminution of wear and tear of vehicles, and the general comfort experienced by all.

At the same time I may remark, that as there will in all probability be an increased

expense in the maintenance of streets paved with these small stones, it is obviously desirable to lay down stones of as large a dimension as the requisite safety to the carriage traffic will admit of, and the City Commission are now laying down in some leading thoroughfares 4-inch cubes with certain limitation in length (this size not having hitherto been laid to any extent), to enable them to judge of the value of a pavement formed of such sized stones.

The granite which has for the most part been used in Aberdeen, and has hitherto been deemed the best, taking into account the various heads of first cost, durability, and absence from slipperiness."

Theoretically, the paving with the least quantity of joint is most easily kept clean: but no increased difficulty appears to be felt in practice in keeping pavements of 3-inch cubes clean than in keeping pavements of 6-inch cubes clean, although there is double the amount of joint in one than in the other. A tramway keeps cleaner than a pavement wholly composed of the ordinary paving stones, as it partakes in character of the flag footway pavements.

"The ease with which pavements are kept clean greatly depends upon their state of repair; a pavement in good condition, with an even surface, can be cleansed with but little labour, whereas, a pavement in a bad state it is difficult to keep in a state of proper cleanliness; refuse, water, &c., &c., if thrown upon the one will be speedily removed, by finding its way to the street gullies; but if upon the other, the depression and irregularities in surface retain it until removed by manual labour; in fact, if a pavement is in a very bad condition, it is impossible to keep it clean with any ordinary care or attention."

The first cost of the different kinds of pave-